

# Railpax Routing To Include Ogden

*19 Apr 1971 Des News*

OGDEN — Officials of this city were elated today at word that this historic railroad center will be on the Railpax passenger train system after all.

The change in routing was announced by the National Railroad Passenger Corp. Monday afternoon. Instead of bypassing Ogden to the south, the new route will run from Denver to Salt Lake, thence north to Ogden and west across Great Salt Lake to Wells, Nev., and Oakland, Calif.

The rails of three lines will be used—Denver and Rio Grande Western from Denver to Salt Lake City, Union Pacific from Salt Lake City to Ogden, and Southern Pacific

from Ogden to the Bay Area.

Coincident with the change in routing, officials of the corporation announced that the system will be called Amtrak instead of Railpax and

announced that cars and other equipment will be upgraded.

Beginning May 1, a system of 184 passenger trains will begin serving 114 cities of 100,000 population or more and 200 smaller cities.

Prior to that date, 50,000 national railroad timetables bearing the new Amtrak symbol will be distributed.

Ogden City Manager Charles R. Kelley said he is "delighted" that it's coming this way, but noted that the city must now keep its promise.

See OGDEN on Page B-12



# 28 Freight Cars Derailed

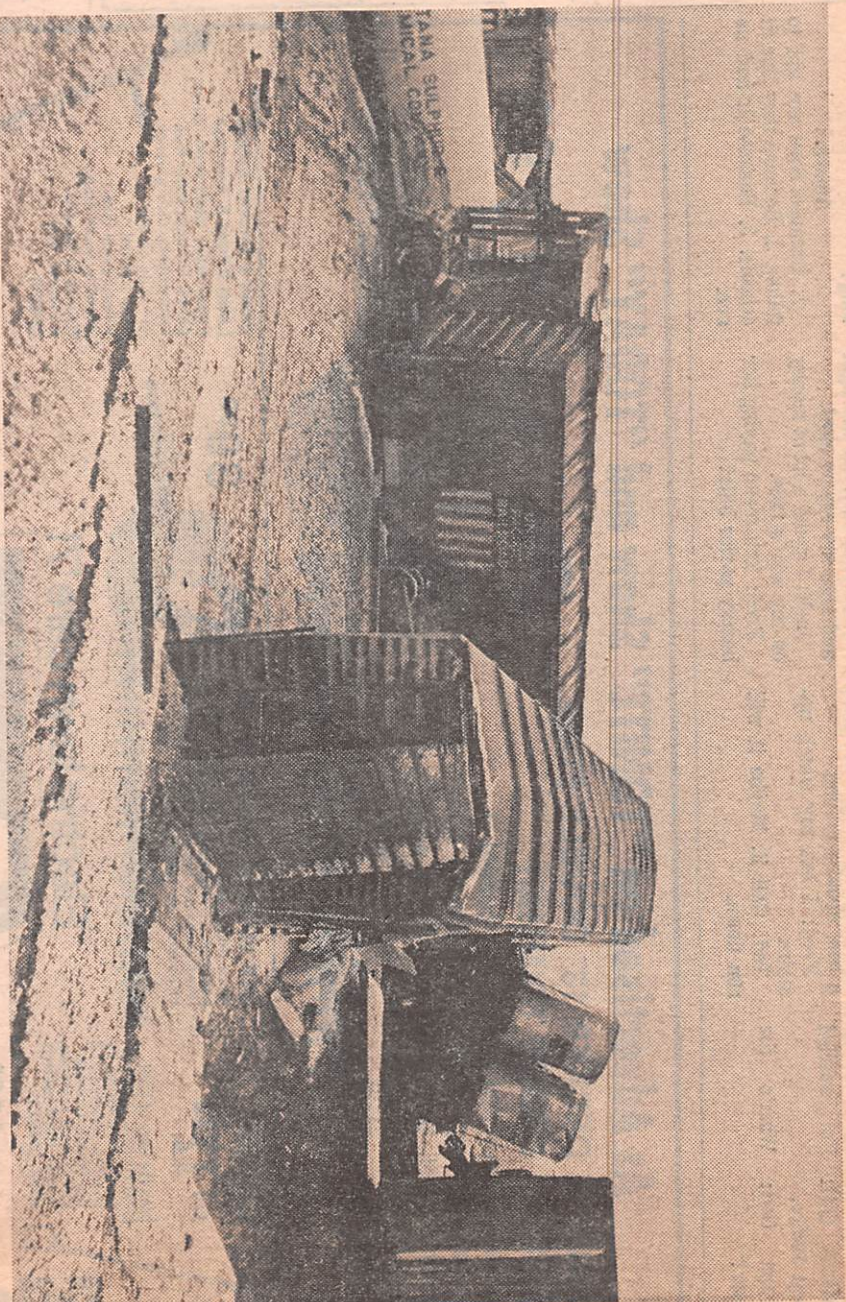
## Traffic Tied Up 16 Hours

MILFORD — Train traffic was moving on temporary tracks today around the wreckage of 28 cars of a Union Pacific freight train which derailed north of here Sunday, tearing up 200 yards of track.

A U.P. spokesman said a journal bearing on a freight car overheated and broke an axle.

The accident occurred at 5:30 a.m. and traffic was tied up for 16 hours before the temporary tracks were laid. The spokesman said trains would continue going through the area on the temporary track until cleanup operations are completed.

There were no injuries, but the Milford Fire Department spent an hour on the scene after a leak was reported in one of three cars carrying a highly flammable cleaning solvent. But there was no fire.



U.P. freight cars lie in tangled heap along tracks north of Milford after derailment Sunday.

Some other tankers on the 108-car train were carrying hydrogen sulfide, a highly toxic and flammable gas, but no trouble developed with them.

The derailment 19 miles north of Milford sped the 28 cars over a one-block area. The train was hauling a wide variety of freight, including items ranging from appli-

ances and foodstuffs to coal, steel, automobiles and the tankers of chemicals. The route is Union Pacific's mail track between Salt Lake City and Los Angeles. The derailment occurred about a mile off U257 between Delta and Milford. The spokesman said no estimate of damage could be made for several days.

## DESERT NEWS

SALT LAKE CITY, UTAH

Monday, April 19, 1971



## INTERVIEW: Robert Redford

Robert Redford, a resident of Provo, was just completing his latest film, *The Saga of Jeremiah Johnson* (A Warner Brothers Seven Arts Production), when this interview was made. Redford has been an active member of the *Provo Citizens Committee to Save Provo Canyon*. The committee is chaired by Dr. D. Allan Firmage of the BYU faculty.

**MONDAY:** *How long has the road through Provo Canyon been planned?*

**REDFORD:** The road has been planned for five years or so, if planning is what you want to call it. One of the issues at hand is that we don't call it planning, but lack of planning.

**MONDAY:** *What are your objections to the proposed road?*

**REDFORD:** Most objectionable is the terrific credibility factor between what they said they were doing and what they were actually doing. Anytime the public's tax money is going into the project, and the public is not consulted, then I'm against it. It's a form of government I do not admire. Whether the road company thought the public was interested or not doesn't matter. There has been a great amount of apathy in Provo and elsewhere in Utah. This has hurt people in the past. You hear a lot of people complaining about the canyon in Logan. We've received several letters about Parley's Canyon. People are singing the blues. They



had a chance to stand up and do something about that. And I think that collectively had they all banded together as Provo has done, and demanded answers from the people putting in the road, then the damage may never have occurred. Apathy seems to be the biggest enemy of all.

**MONDAY:** *What plans did you object to in particular?*

**REDFORD:** It's what they didn't have planned that was objectionable. They were piecemeal planning it. You can imagine what could happen when they move heavy road equipment into a river bed. An ecologist, or an engineer, would tell you what damage is done there. It's roughly a hundred years worth of damage and only 10 per cent of the natural use ever comes back. And that happens only after 100 years.

With all the equipment mindlessly moved into the river bed without knowing where they were going from there, anything could happen. It was incredible. One could expect to go through Provo Canyon five years from now with equipment, detour signs, dust, men in their orange vest flagging people on, all this still blocking the way with traffic backed up hours to hours. With that

violations on private property and park land. There was absolutely no environmental impact report which the federal government now requires. None was considered.

With this kind of credibility gap, one who is concerned had only one choice: to stand up and say, "hold it." At first I objected to the road purely on an aesthetic level. I thought, "Gee, I wish they wouldn't do that. I don't think the road is necessary. Why are they putting a road through here when half the state is messed up with incomplete roads?" Why all this attention on this secondary artery?

The initial stand I took was not a combattant one, or a militant one. It was simply just to discuss the issue. Instead of an open, healthy discussion what came out was accusation. I was labeled a radical, which is ridiculous, and the Provo Canyon Committee was almost bulldozed over. We were nearly dismissed as not being representative of the main faction of Provo.

**MONDAY:** *Have you been accused of self-interest in this matter?*

**REDFORD:** Yes. And that's crazy when you stop to think about it. If I were really serving my own interest, I'd want to see a 12 lane highway go through the canyon. The more traffic in the canyon the better for Sundance. But I weigh that against my own conscience as a responsible conservationist, and I don't think it's worth it. I see no reason why anything has to be changed. It should be beautified. I think it could be improved with trees and flowers. But the avenue of the road, the direction of the road is perfect. I love the turns, and they keep people from going 90 miles an hour. The object is to help people enjoy the canyon. Nobody's going to do that after they put their helmets on, and their seat belts, and shades, and zap through the canyon. It's paradoxical when you think about it, someone accusing me of serving my personal interests.

**MONDAY:** *Have you been a responsible conservationist very long?*

**REDFORD:** I've felt bad about what's happened in California for a long time. The place is shaking itself to pieces. The air's bad, the ground's bad. Where can you exist? You can circle overhead for a few hours, and that's about it.

I was born there, I feel I have the right to talk against Los Angeles, and parts of California because I'm a native Californian. What has happened to Los Angeles only happens to Babylon. It's just awful. It is a terrible place to be.

**MONDAY:** *Do you fear something similar may happen in Utah county?*

**REDFORD:** It hasn't happened yet. And, God willing, it won't. But it will if more stuff like this road business goes on, more mindless planning. We need people who have a sense of vision. I think they could halve environmental problems.

What I am really concerned about, more than the air pollution, is what is happening to the land. I think the people who are involved in land planning are the ones who are sitting in the catbird seat. They're the ones who can control the future. For example, if the land developers are greedy enough to subdivide areas into quarter acre lots, then they're going to be the criminals. If the Forest Service insists on maintaining, in many instances, its incredible ego, and incredibly lofty attitude about its own position, it will be damaging the future of private land ownership. If a private owner doesn't think about water shed, or soil



# The Heber Creeper

by Bob Cazier

All aboard the "Heber Creeper!"

Smoke belches and the steam hisses as the 1907 vintage steam locomotive prepares to pull its wooden open-air cars to Bridal Veil Falls.

Inside the cars, tourists are entertained by gaily dressed troubadours. Stewardesses walk from car to car taking care of the needs of the passengers. Outside the train, tourists walk the twisting streets of a Swiss village lined with shops manned by Swiss costumed concessionaries.

It may sound like a tourist resort in Switzerland, but vacationers may find all this just 29 miles from Provo as they visit Heber City this summer.

In an effort to boost Heber City's sagging economy, plans are now underway to convert Heber into a resort town and into the center of the largest ski resort complex in the U.S.

The three phased program centers around redevelopment of the Wasatch Mountain State Park and the development of the "Heber Creeper," an old steam locomotive passenger train that will transport tourists to the various scenic spots of interest.

The first phase of the program will begin this summer as the "Heber Creeper" begins to carry passengers from Heber City to Bridal Veil Falls. The 18½ mile journey will wind around the west side of Deer Creek Reservoir and down Provo Canyon on the south bank of the Provo River. The excursion will leave the old Heber train depot which will take on a new look this summer.

Corrals now situated around the depot will be razed and a Swiss alpine village will be built, complete with winding streets. The village will give the project a Swiss flavor and the train crew and stewardesses will be dressed in Swiss style costumes.

Phase two of the program will be the construction of a track from Deer Creek Reservoir to a spot at the foot of the Wasatch Mountains northwest of Heber. Another Swiss village will be built and a giant tramway will carry skiers from this Swiss village to the top of the Wasatch Mountains.

The tramway will divide into three routes at the top and huge 100 passenger cable cars will take skiers to either Alta, Brighton, or Park City. Skiers will leave their cars in parking lots in Heber, buy ski passes to the ski resort of their choice, and board the "Heber Creeper" to the

tramway. This phase of the program is expected to take five to ten years to complete.

Phase three of the program will be the construction of a track from the second Swiss village to the Union Pacific line near Park City.

The development of Heber City's new tourist industry is being conducted by the Wasatch Mountain Railway and Development Corp. with Lowe Ashton, Heber, as president. The corporation already has purchased a 1907 Baldwin steam locomotive complete with four passenger cars and has four more steam locomotives and six cars now on order from California.

The first part of the program is scheduled to start this summer. July 24th has been set for the first trip. The train will operate seven days a week and eventually will run from May to September.

The "Heber Creeper" already has proved it will work. The locomotive was first owned by Union Pacific and used in Idaho until the early 1950s. It was then brought to Provo, completely overhauled, and used for snow clearance. After a brief winter in Provo it was given to the Utah State Fairgrounds and placed on exhibit where it stayed for 12 years.

Last fall the Wasatch Mountain Railway and Development Corp. purchased the locomotive, moved it to a Union Pacific line one and a half miles away by constructing a track one rail segment at a time, and then brought it as far as Olmstead on compressed air power.

At Olmstead the old locomotive was fired up and chugged under steam power the rest of the way into Heber.

Now the Development Corp. is working to secure the railway right-of-way for the existing tracks through Provo Canyon. The State Highway Commission has had plans to tear up the line from Olmstead to Heber. In a move to prevent this, Heber citizens organized the "Save the Heber Creeper Commission," and March 3 a bill was passed through the Utah Senate that will give the line to the State Park Commission. If approved the tracks will then become part of the Wasatch Mountain State Park.

Also in development are plans to convert Deer Creek Reservoir into a water sports center. Wasatch Mountain State Park assumed the responsibility for developing the surface recreation for Deer Creek Reservoir on January 1, 1971.



19 Apr 1971

BYU Daily Universe

# Protection of Provo Canyon still of concern in Earth Week

This is Earth Week.

In recognition of this nation-wide program, and its concepts, there will be various activities on campus involving discussions on the environment and what man can do to protect it. See page one for the week's schedule.

Today's *Monday Magazine* is devoted to Earth Week, and the following article deals with a local environmental situation... the proposed construction of a new road through Provo Canyon.

The questions were posed by Deborah Legler, and providing the answers was Dr. D. Allan Firmage, Professor of Engineering at BYU, and chairman of the Provo Citizens Committee for Saving Provo Canyon.

\*\*\*

*As Chairman of the Provo Citizens Committee for Saving Provo Canyon, can you tell us the major points you are concerned about in connection with the proposed highway?*

**FIRMAGE:** My main concern is Provo Canyon itself, and the environmental aspects and what it will do to the Canyon to put this new road through. As it was originally contemplated, if they go ahead with that plan, it would eventually mean a four-lane freeway. A roadbed will be made for that, and cuts and fills along the canyon wall. The vegetation destruction would be such that it would ruin the environment as a recreation and scenic area.

....

*What will the present plans do to the park areas in the Canyon?*

**FIRMAGE:** One of them will be destroyed, the Orem Park down near the mouth of the Canyon, almost completely. The Rotary Park will be encroached upon, and a Portion of the Canyon Glen will be taken. Then, of course, even if the highway doesn't take a park, to have a four-lane freeway with cars traveling at high speeds, the atmosphere becomes such that you'd rather stay home in your own back yard.

The other thing we feel very strongly about is that the river should not be disturbed. Under the present plans, there's about a mile of the river at the bottom part of the Canyon that would be relocated. That means that the present channel would be abandoned because the road would go there. You dig a new ditch, so to speak. And as soon as they do this, there are no trees there and the vegetation is ruined, and then you put heavy rocks around the sides so it doesn't wash out the banks. Then it's just like standing on a concrete canal and fishing. Again, it's the environment. Also, it ruins the river for the propagation of fish. In order for fish to live, they have to have quiet pools and shaded areas and bushes to draw insects into the water to feed. When you relocate the river like that, the fish are just lost. We feel very strongly that the new road should not disturb the river. We think the road can be so located, although it may mean a few more curves in the road than is presently planned. It may mean that the top speed can only be 45 or 50 miles per hour and not 60 or 70. But in that ten miles, it's only a couple of minutes difference, and we don't feel that that two or three minutes is important enough to ruin a beautiful facility.

One of the reasons I feel strongly on this is that Provo Canyon, maybe Hobbie Creek, Springville, and American Fork are the only areas where there is public land where any person, no matter what his economic position is, can go up in the evening and have a picnic with the family. If you start wiping out these recreation areas that are very close to the population area, it probably doesn't affect the person who can afford to have property further up in the Canyon where there is private property, but it affects the person who can't. If he can't come home at five o'clock anymore and say to his family, "Let's grab a picnic and go up to Provo Canyon," there's one of the joys of life that's lost.

....

*What other wildlife would be affected by the highway?*

**FIRMAGE:** There's quite a bit of migration of deer in the Canyon, and once you get people travelling at high speeds, the chance of killing the deer is much greater.

*What changes would you make in the present highway plans?*

**FIRMAGE:** No matter what you do, you're going to damage the environment some, but it's a matter of balancing the degree of damage without the class of highway you want. One improvement would be a two-lane highway with passing lanes so that large trucks can get by. The other improvement would be a location so that none of the parks are damaged. At the last meeting I had with the Highways Commission and the Highways Department, we're still quite a ways apart on what we feel would be satisfactory in the new road.

....

*Are you meeting co-operation with the Highway Commission?*

**FIRMAGE:** Very little. It hasn't looked promising at the present time. They're still insisting on the four-lane concept as far as the preparation of the roadbed, and they're still insisting on the location of the lower part that will cause this re-channelling of the River. We haven't given up hope though. We feel there are other things that are important in life than getting somewhere quickly.

Daily



Universe

The Daily Universe is an official publication of Brigham Young University and is published as a cooperative enterprise of students and members of the faculty and administration.

The Daily Universe is published Monday through Friday throughout the academic year and twice weekly during summer sessions—except during vacation and examination periods.

Opinions expressed in the Daily Universe do not necessarily reflect the views of the student body, faculty members, University administration, the Board of Trustees, or the Church of Jesus Christ of Latter-day Saints.

Second class postage paid at Provo, Utah 84601. Re-entered September 27, 1962, under act of Congress, March 3, 1879. Subscription price \$6 for the academic year (with summer term included, \$8). Printed by the Brigham Young University Printing Service, Provo, Utah 84601, USA.

David Mitchell..... Editor-in-Chief  
Crismon Lewis..... Managing Editor  
Ben Connor..... Advertising Manager

